

CHURCHES

Evangelical-Reformed, Bellefonte
C. Nevin Stamm, Pastor. Church School 9:30; Harvest Home service 10:45; Young People's Meeting 6:30; Vesper service 7:30.

Prayer Meeting
A prayer meeting will be held at the home of E. C. Strohm, in Hunter's Park at 7:30 o'clock Thursday evening, September 15. The public is cordially invited to attend.

Advent Church
Sunday school Sunday morning at 9:30; preaching at 11 o'clock. Our Bible Study at Lee Johnson's was well attended and enjoyed by all present. We will continue twice a month until further notice. This work, and everyone is welcome. C. C. Shuey, pastor.

Presbyterian, Port Matilda
Services, Sunday, Sept. 18th. Bible School 9:45 a. m.; Morning Worship 11:00 a. m. Unionville—Evening Worship 7:30 p. m.; Bible Study Class each Monday evening at 8. Milesburg—Bible School 9:30 a. m. Christian Endeavor 6:30 p. m. Howard E. Oakwood, Minister.

Hubersburg Evangelical-Reformer
Rev. James B. Musser, Minister. Services Sunday Sept. 18th. Trinity (Hubersburg)—9:15 a. m. Sunday Church School; 10:30 a. m. Morning Worship with sermon Zion—9:30 a. m. Union Sunday Church School; 7:30 p. m. Preaching service.

St. John's Lutheran, Bellefonte
Fourteenth Sunday after Trinity, September 18, 9:30 a. m. Sunday School; 10:45 a. m. The Service and Sermon: "Such As I Have Give I." 7:30 p. m. Vespers and Sermon: "Think On These Things." The Sunday School Association will meet on Tuesday night at 7:30 o'clock. Clarence E. Arnold, Pastor.

United Brethren, Bellefonte
G. E. Householder, Pastor. Sunday School at 9:30 a. m. J. R. Shope, Supt. There will be no preaching services morning or evening on account of the absence of the pastor who will be attending the annual conference to be conducted at Johnstown, Pa. No Christian Endeavor next Sunday evening; Prayer meeting Wednesday evening at 7:30.

Coleville Pilgrim Holiness
Rev. J. Franklin Lint, Pastor. Sunday School 9:30 Mr. B. M. Stover, Supt. Morning Worship 10:45; Young People's service 7:00. Farewell service for the pastor and family 7:30; Church Prayer service Tuesday evening; Cottage Prayer service Friday evening Sept. 16, at the home of Mr. and Mrs. LeRoy Derstine, Coleville. "The Church with a Welcome."

Boalsburg Lutheran Parish
Shiloh—Worship at 9:30; Sunday School at 10:30. Boalsburg—Sunday School at 9:30; Worship at 10:45. Harvest Home services, bring your donations to church before worship service. Pleasant Gap—Sunday School at 9:30; Vespers 7:30. Harvest Home service bring your donations to church. L. J. Kaufman, Pastor.

Howard Evangelical
Rev. Lewis E. Kline, pastor. Sunday, Sept. 18th schedule: Howard—Unified worship and Sunday school, 9:30 a. m.; E. L. C. E., Junior and Senior, 6:45 p. m. Zion—Union Sunday school, Harry Smith, supt., 9:30 a. m.; Harvest Home service, 10:45. Wingate—Sunday school, Sylvester Summers, supt., 9:30 a. m.; E. L. C. E., Junior and Senior, 7:00 p. m.; Harvest Home service, 7:45.

Methodist Episcopal
Rev. H. Willis Hartsock, pastor. Church school at 9:30 a. m. C. C. Shuey, supt. Morning worship with sermon by the pastor at 10:45. Subject, "The Two Debtors." Epworth League at 6:30 p. m. Evening worship and sermon at 7:30. Junior and Intermediate Epworth Leagues Wednesday evening at 6:30. Prayer meeting at 7:30.

Rebersburg Evangelical
Royal A. Babcock, pastor. Services for Sunday, September 18: Rebersburg—Sunday school, 9 a. m.; worship and sermon, "Wrong Suppositions," 10 a. m. Prayer meeting on Wednesday evening. Madisonburg—Sunday school, 9:15 a. m.; evening service, 7:30 p. m. Prayer meeting Thursday evening. Paradise—Sunday school, 9:30 a. m. Evangelical service, 7:30 p. m. Beginning Sunday evening there will be Evangelical services at the Paradise church each evening during the week, and continue according to announcement. Rev. O. K. Wheelock, Buffalo, N. Y., will assist the pastor in this series of meetings.

Propose Riding Hall For Troop

(Continued from page one)
prise to Captain Herbert M. Beezer, commanding officer of the local troop, who indicated that he has heard nothing of the proposal since last year when he circulated a petition pledging \$600 needed to defray architects' fees for the two buildings. Plans at that time called for a riding hall about 200 by 250 feet in size, with bleachers on one side and a balcony on the other. It was to be used for indoor riding, drills in inclement weather and for horse shows.
The suggested location for the structure is south of the troop's corral, near the administration building. The horse shooting building, Captain Beezer added, had been proposed before, but bids for it were considered to be too high.

Special Truck Testing Scales

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as small weights are carried around to test counter scales in the corner grocery.
For some time past the State Highway Department has insisted that all road making materials be weighed on tested scales, and through this custom the department found that they saved substantial amounts. They passed their information on to the Bureau of Weights and Measures, and department officials decided the time had come for accurate testing of all truck scales.
To accomplish this end they had two giant trucks specially built. The trucks weigh 10 tons each and carry 8 tons of weights, ranging from 50 to 1000 pounds each, which are hoisted off and onto the truck by a motor driven derrick. These trucks drive to a scale, load 2 or 3 tons of weights on one corner of the scale and check the reading. This process is repeated at each corner to ascertain whether all the corner bearings are functioning accurately. Then the load is placed on the center of the scale to check all four together.

After this process has been completed the fully loaded truck, weighing 18 tons, is driven on the scale. Then the truck is turned around and driven on the other way, just to make sure the reading is the same. If a scale passes all these tests within an error of 2 pounds in 1000 pounds, or 4 pounds in every ton, it is sealed as being accurate. If it fails to meet these requirements the proprietor is directed to have the scales adjusted and when that work has been finished, they are checked again, and if they are found accurate, the scale is sealed.

Mr. Spearly and George Peters, Centre County Sealer of Weights and Measures, have been accompanying the truck throughout the county during its stay in this vicinity. They report that to date as many scales have been found to give overweight as underweight, consequently the dealers have been losing as much as the public.
The largest scale in the county has a weighing capacity up to 24 tons. Most of the others can be checked to their entire capacity by the 18-ton truck and its weights. Old-type wagon scales have a capacity of from 6 to 8 tons.
Until the advent of the special truck County Sealers could check truck scales only to 500 pounds. Scales which might weigh 500 pounds accurately might be off several hundred of pounds or a half ton as near-capacity loads were weighed on them. It was to offset this condition that the trucks were designed.
The State loans the trucks to the counties with the condition that the counties provide the gasoline used. The truck operator is employed and

paid by the State, and his job includes the operation of the hoists which lift the weights on and off the scales.
After the truck has checked all scales in Centre County it is slated to go to Millfin County.

Addition to High School is Probable

(Continued from page one)
School Board, under the guidance of County Superintendent of Schools F. Glenn Rogers, first studied briefly the proposed state-wide consolidation of schools by the Department of Public Instruction.
Under the proposal, which is scheduled to be put to a public vote in November 1938, and which, through the operation of the Thompson Plan, will go into operation whether or not the voters favor consolidation, Centre County will be divided into approximately ten school districts.
In each district some community is designated as the school center, and the State hopes through various ways to induce the township schools to send high and junior high students to schools in the centers, providing the centers offer suitable accommodations.
If the facilities offered by the centers are adequate and complete, none of the township boards in the districts will be allowed by the State to erect schools to compete with the facilities offered in the center. In this manner competition among the present township districts will be eliminated, and they will not be permitted to send students to any other center except the one in which their district is located. This system also will prevent the erection of large and expensive buildings which may turn out to be "white elephants" to the districts.
Under the set-up, Mr. Rogers declared, Bellefonte is designated as the center of a district comprising Bellefonte, Milesburg and Unionville borough, and Spring, Benner, Boggs, and Union townships. At present there are 30 schools in this district, with a total enrollment of 3,040 pupils.
If Bellefonte offers proper accommodations, he continued, eventually all high and junior high school students in the district will attend schools here. They would be transported to and from Bellefonte by the respective townships, which also would be responsible for tuition fees. If Bellefonte does not offer proper accommodations, the State may designate some other community in the area as the school center, and permit the erection of high school facilities large enough to accommodate the entire area.
With this outline as a background, the School Board approached the subject of an addition to the present High School building in a new light. The PWA wing, which will be under construction within the next month or so, will somewhat relieve the seriously crowded conditions in the High School, but would not provide facilities such as would be needed if Bellefonte becomes the official school center for the district.
Some idea of present conditions in the high school were given by E. K. Stock, supervising principal of the borough schools. With a record enrollment of 707 in the high school, classes are held every period of the day in every available room. There are as high as 42 pupils in some classes, and because of the difficulty in scheduling, different groups of students must be dismissed at various times between 11 a. m. and 2 p. m. for their lunch hour. Classes are conducted regularly through the regular lunch period from 12 to 1 o'clock. Mr. Stock reported that the suggestion was made that high school authorities eliminate two 40-minute assembly periods each week, but he declared such action would not relieve congestion to any extent and would deprive students of a major school function.
The PWA building will provide four additional classrooms, while the Thompson Plan building would include 11 classrooms. This would provide for considerable expansion in the future. Another major and urgent need for the proposed Thompson building lies in the fact that the State Department of Public Instruction now demands courses in physical education for all high and junior high students. The gymnasium in the old armory building is wholly inadequate for this purpose. A survey by Hunter & Caldwell, Altoona architects who drew preliminary sketches of the proposed Thompson building, indicates that two standard size gymnasiums would be needed in addition to the one at the Armory to offer physical education courses. In the Thompson building sketches a large gymnasium is provided. Bleachers along the sides would provide seats for spectators during regular games, while at other times folding doors or a curtain through the middle would provide private gymnasiums for boys and girls for physical education purposes.
The Bellefonte school plant, with the PWA and Thompson plan buildings completed, would provide facilities for 1000 high school students.
Provisions are made in the Thompson building basement, to eventually house the heating plant for all the High School buildings. The present boiler room is too small for the purpose, and there is not adequate room in the PWA building. Consequently, as present boiler equipment wears out, new equipment would be installed in the proposed Thompson building.
In addition to 11 classrooms, the proposed building would house laboratories, science rooms, storage and office rooms, shop rooms and other needed quarters.

Under the Thompson plan of financing the PWA would give an outright grant of 45 percent of the total cost of the building. Fifty percent of the remainder, or 27 1/2 percent of the total cost of the building, would have to be financed by the school district.

The district also would be required to pay interest charges on their share of the cost, as well as to pay off the principal over a period of thirty years; and would be required to carry insurance on the building and pay interest on the State's loan of 27 1/2 percent of the total cost for a period of thirty years. The district does not have to repay for the principal of the State's loan.
Under this system, it was estimated that the total cost to the borough of a new building under the Thompson plan would be from \$1600 to \$1700 per year for thirty years, for every \$100,000 of the total cost of the building. In other words, to acquire a building costing \$200,000 the borough would be required to pay about \$3,400 per year for thirty years.

George Hazel, president of the Board, at the conclusion of the discussion, declared that the two necessary things to determine before any action is taken are: how large a building program is needed, and how much money the district can afford to pay.
Upon motion of Horace J. Hartman the Board moved to proceed to do everything possible to take advantage of the opportunity offered by the Thompson plan. J. R. Hughes seconded the motion, which was unanimously passed.
Insects cause untold loss to farmers every year, but no one has ever been able to figure out the damage done by the free summer boarders.
The dream that was walking is not to be compared to the night-mare that was talking.

New Projects Will Boost Employment

(Continued from Page 4)
man-months of employment at the project sites.
Even broader results will be brought about through the indirect employment created and the industrial stimulation caused by the purchase of materials. Estimates show on the basis of actual cost analysis of many thousand PWA projects previously constructed that the non-Federal projects will create \$804,000,000.00 worth of material orders. Filling these orders, producing raw materials and transporting and distributing finished products will create 7,876,000 man-months of industrial employment in factories,

mills, mines, forests and railroads. By PWA projects will amount to 12,745,000 man-months of work under normal conditions and at prevailing rates of pay. In turn, this employment and the payrolls it entails will have a secondary stimulating effect in increasing consumer goods consumption. Shop keepers, merchants, firms supplying consumers' services will in turn participate in the expanding circle of economic benefits.
All these figures are based on surveys of previous PWA programs made by the Bureau of Labor Statistics. For the first time, these surveys have made a yardstick of industrial and commercial employment and purchasing power benefits available as a measuring rod prior to the completion of the program.

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